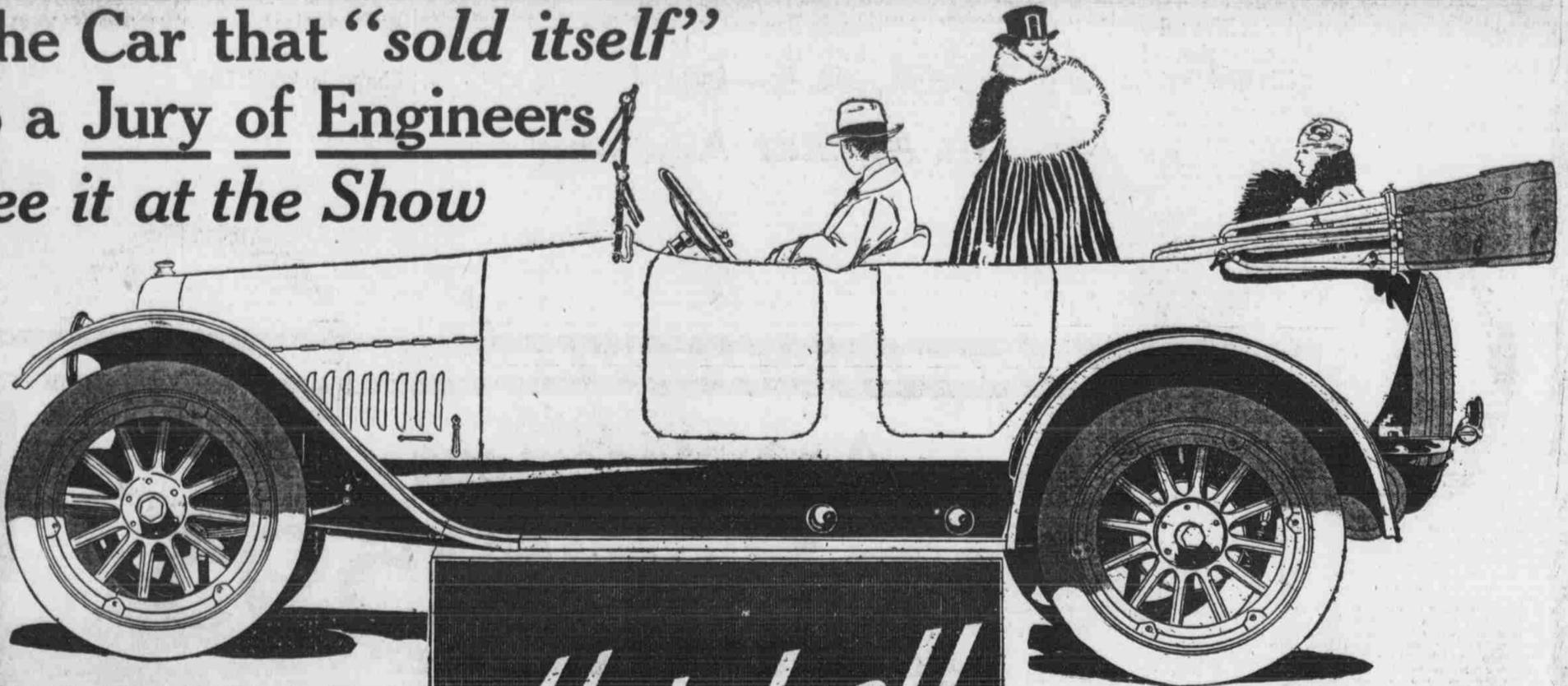


The Car that "sold itself" to a Jury of Engineers See it at the Show



ON TRIAL!

If a jury of the greatest mechanical engineers in the nation should, after carefully examining a car, say to you, "This is, mechanically, the best car we have seen," you would be convinced. Here's a jury which bought the car after inspecting it.

Few of these men were approached by our salesmen. Most of them made the acquaintance of the *New Mitchell* by riding in a friend's car. Delighted by the marvelous easy-riding qualities of the car, attracted by its unusual responsiveness to the slightest urge of the driver--by all its *use* qualities, they examined minutely its mechanical design, tested severely the details of its construction, gave it road tests of a severity which your use would never require, subjected it to a scrutiny so searching that a defect if existent *must* be found, and all this far removed from our influence and quite without our knowledge. And in every instance they said at the end, "That's the car I want!" Then they came to us and bought *New Mitchells*. None are connected with the Mitchell Co.



\$1250 for 5-Passenger Touring or roomy 3-Passenger Roadster. 7-Passenger body, \$35 extra.

And price to these men is an incident. They would gladly have paid \$3,000 or more for the car they wanted—and, in fact, they have done so in previous years before the *New Mitchell* set a new standard of value and a new standard of performance which didn't exist before the "Six of Sixteen" was placed on the market.

Every New Mitchell Owner Is a "Six of '16" Booster

You see them all over. If you have a friend who has a Mitchell ask him how he likes it. Take a ride in it. That is what sells cars for us.

There are hard customers in every business. We have had our share. Some have come in to us after riding in a friend's *New Mitchell* and said, "Yes, it certainly is a big, beautiful car. It is the easiest riding car I have ever sat in. But what about the mechanical excellence of its design inside? What about the material used in its construction?"

This is written for the man who has the same questions in mind, but HAS NOT YET COME IN so we CAN show him the proof.

"We Guarantee the Service"

Perhaps you have never yet owned a car. Perhaps you do not want to keep a chauffeur and have little mechanical inclination yourself. Perhaps you want your wife to drive. Perhaps you are a one-time car owner, a little embittered by a sad and expensive experience with an unsatisfactory car. If you are any of these it is FOR YOU we say, "We GUARANTEE the Service!" The buyer of the SIX of '16 gets all he HOPEd for, and a LOT that very often he didn't even expect. If you don't know a grease cup from a spark plug, "We GUARANTEE the Service." When you buy a *New Mitchell* you are safe. The greatest engineering brains in the nation say so—they bought *New Mitchells*.

Mitchell-Lewis Motor Co.
Racine, Wis., U.S.A.

Over Eighty Years of Faithful Service to the American Public

J. T. Stewart Motor Co.
2048-52 Farnam St. Phone Douglas 138

The Verdict

"This is, mechanically, the
BEST Car we have seen!"

Count Chas. de Lucasaviciis, formerly Chief Engineer of the Darraq Automobile, Paris, France.

William Klocke, Chief Engineer of the E. W. Bliss Co.

J. E. Sykes, General Superintendent, Baldwin Locomotive Works, Philadelphia, Pa.

H. V. Wille, Chief Metallurgist, Baldwin Locomotive Works, Philadelphia, Pa.

William H. Buxton, Chief Engineer, the Singer Sewing Machine Company.

Prof. Reid T. Stewart, Dean of Dept. of Mechanical Engineering, University of Pittsburgh.

George E. Russell, Associate Professor Mechanical Engineering, Massachusetts Institute of Technology.

Clark Dillenback, Chief Engineer, Philadelphia & Reading Railroad.

James Bryson, one of the Foremost Consulting Engineers in the United States.

F. M. Oliver, Chief Engineer, Hyatt Roller Bearing Co.

James Lindsay, Superintendent of Outer Construction, Hyatt Roller Bearing Co., Harrison, N. J.

W. S. Bickley, President and General Manager, Pennsylvania Steel Casting & Machine Co.

L. A. Osborne, Vice President, Westinghouse Electric & Machine Company.

J. O. Hornung, Treasurer, Mesta Machine Company.

W. P. Burns, Superintendent, Crucible Steel Co., Pittsburgh, Pa.

E. B. Clarke, Vice President, Firth-Sterling Steel Co.

L. P. Howe, Chief Engineer, Eastern Bridge Co., Worcester, Mass.

F. A. Griffing, Engineer, Chicago, Ill.

G. E. Palmer, Engineer, Babcock & Wilcox Co., Chicago, Ill.

J. M. Gregory, Efficiency Engineer, Buffalo, N. Y.

Henry Warren, Superintendent, American Fork & Hoe Company, Ashtabula, Ohio.

Albert J. Smith, General Superintendent, Webster Steamship Co., New York.

E. W. Hildreth, President, Whitcomb-Blaisdell Manufacturing Co., Worcester, Mass.

G. H. Whitcomb, President, Eastern Bridge Co., Worcester, Mass.

H. M. Shaw, President, Southern Wheel Co., Oxford, N. C.

David W. Devine, President, Fitzsimmons Steel Co., Chicago, Ill.

F. H. Drew, Consulting Engineer, Chicago, Ill.

Chas. F. Huhlein, President, The B. F. Avery Co., Louisville, Ky.

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E. A. Steiner, Vice President, Herman Voss Co., Milwaukee, Wis.

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H. E. Grace, Vice President, Wm. Grace Co., Contractors, Chicago.

TO DEALERS: We have but a few "open towns." You'll be proud to sell The SIX of '16. Then, too—you can "guarantee the service" to the limit, because present dealers report the car is almost "trouble proof"